

Intimations

SANITARY BOARD

OWNERS of HOUSES situated in the Central Division of the City of Victoria, and in the Western Division of Kowloon, who have not had their Premises **LIME-WASHED** and **CLEANSED** in accordance with Law, are reminded that the period during which the work should be **FINISHED** ends on the 30th day of **APRIL, 1901**, and the Sanitary Board is in effect enforcing the necessity of Cleanliness in their efforts to Stamp out Malaria; it is determined to rigorously prosecute anyone in default after the above annual Date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsui Sha Tsui, Yau Ma Tei, Mong Kok, Tai Kok, Tsui, and Sham Shui Po.

G. A. WOODCOCK,
Acting Secretary.
Sanitary Board Office,
1st April, 1901. [393]

THE WANCHAL WAREHOUSE AND
STORAGE CO., LIMITED.

NOTICE TO SHAREHOLDERS.
NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at the OFFICE of the Undersigned, No. 5, Queen's Road Central, Hongkong, on **THURSDAY** the 2nd May, 1901, at 3 o'clock; in the Afternoon, for the purpose of electing a Consulting Committee.

MEYER & CO.,
General Managers
Hongkong, 24th April, 1901. [454]
UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.
AN INTERIM BONUS of TWENTY per cent. upon Contributions for the year 1900 has been declared.
WARRANTS will be issued on the 1st May
By Order of the Board.

W. J. SAUNDERS,
Secretary.
Hongkong, 12th April, 1907. [438]
WANTED.

AN EXPERIENCED MAN and GOOD
LINGUIST, to act as TRAVELLING
AGENT for KIRIN BEER.
Applications to
THE MANAGING DIRECTOR,
THE JAPAN BREWING CO., (LIMITED),
YAMATE-CHO,
Yokohama, Japan.
Yokohama, 11th April 1901.

WANTED.
A COMPETENT SHORTHAND RE-
PORTER.
Apply, stating Qualifications and Salary
required, to
"X.A."
C/o This Office.
Hongkong, 19th April, 1901.

WANTED.
EUROPEAN ASSISTANT for GENERAL STORE.
 Apply to "ASSISTANT,"
 C/o Office of This Office.
 Hongkong, 18th April, 1901. 1434

WANTED.
WANTED a man competent to approach
the best people to solicit subscriptions
A good proposition to the right party.
Apply by Letter to
"D.G."
Care of This Office.
Hongkong, 11th April, 1901. [416]
SINGING PIANO MANOPIANT

SINGING, PIANO, MANDOLINE,
AND GUITAR.

SIGNOR CATTANEO, having returned to the Colony, has resumed Tuition.

TERMS \$10 per Month.
(TWO LESSONS PER WEEK).

Application may be made by intending pupils through the ROBINSON PIANO Co.

Hongkong, 24th April, 1901. [444]

Entertainment

HONGKONG MISSIONS TO SEAMEN

A CONCERT

will be given on
WEDNESDAY, the 1st MAY, 1901,
at 2 P.M.

BY THE MEMBERS OF
ST. JOHN'S CATHEDRAL CHOIR

HON. C. P. CHATER'S BUNGALOW,
KOWLOON.

(Kindly lent for the Occasion),
An Attractive Programme has been arranged

which will consist of:
PART SONGS, DUETS, SOLOS, PIANOFORTE
SELECTIONS

The Proceeds will be devoted to the local work of the Missions to Seamen.

Prices: Reserved Seats \$7, Unreserved Seats \$5.
Soldiers and Sailors Half-price.

TICKETS may be obtained from the
ROBINSON PIANO COMPANY; Revs. J. M.

FRANCE and T. WRIGHT; and
A. CUNNINGHAM,
Hon. Sec.

ST. JOHN'S CATHEDRAL CHORUS
Hongkong, 25th April, 1901. [45]

Masonic.

EOTHEN MARK LODGE,

NO. 204.
A REGULAR MEETING of the above
LODGE will be held at the Freemasons

F. F. LODGE will be held at the **FREEHOLDERS' HALL**, Zeiland Street, on **TUESDAY**, the 30 instant, at 8.30 for 9 P.M. precisely. Visiting

16 Brethren are cordially invited to attend.
16 Hongkong, 26th April, 1901. [16]

Today's Advertisements.

THEATRE ROYAL.

UNDER the Direction of Mr. ROBERT BROUGHTON.
Representative—MR. ALLAN HAMILTON.

SEASON TERMINATES WEDNESDAY, May 8th.

LAST NIGHTS OF THE
BROUGHTON COMEDY CO.

TO-NIGHT at 9 precisely,
THE

"SECOND MRS. TANQUERAY."

By A. W. PINERO.

TUESDAY, April 30th,
"THE Brixton Burglary."

A Farical Comedy in Three Acts,
by FRED. W. SIDNEY.

BOX PLAN at ROBINSON'S.

Hongkong, 27th April, 1901. [404c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIKUN,"

Captain Davis, will be despatched for the above Ports, on TUESDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAURIA & Co.,
General Managers.

Hongkong, 27th April, 1901. [465c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on TUESDAY, the 30th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th April, 1901. [466c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched as above, on TUESDAY, the 30th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 27th April, 1901. [467c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"

of the NORDDEUTSCHE LLOYD.

Captain E. Prehn, due here with the outward German Mail about TUESDAY A.M., the 30th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHE LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 27th April, 1901. [22]

INDO-CHINA STEAM-NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above on THURSDAY, the 2nd May, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th April, 1901. [468c]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "INDRANI."

CONSIGNEES of Cargo ex S.S. "INDRANI" from New York are hereby notified that their Cargo transhipped at Singapore to the S.S. "SEGOVIA" has now arrived, and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon.

Consignees are requested to immediately send in to the Undersigned Original Bills of Lading in exchange for which they will receive local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 27th April, 1901. [469c]

WANTED.

THREE or FOUR LADS

to SELL the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION

PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 11th January, 1901.

Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF
AERATED WATERS
IN THE FAR EAST.

THE MOST PERFECT SYSTEM OF FILTRATION

of the Water is employed,

guaranteeing

ABSOLUTE PURITY,

which is confirmed by repeated

reports from the

HIGHEST EXPERT AUTHORITIES.

WATERS Manufactured by us

are acknowledged by the principal

English makers to be **EQUAL TO**

THOSE OF THEIR OWN PRO-

DUCTION.

Manufactured under **EXPERT**

ENGLISH SUPERVISION.

Special Terms to large consumers.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

The Hongkong Telegraph.

HONGKONG, SATURDAY, APRIL 27, 1901.

NOTES AND COMMENTS.

The Charting of the China Coast.

Unfortunately, as the wreck of the Peninsular and Oriental Company's fine mail steamer *Sobraon* undoubtedly is, we have hopes that it may in reality prove to be a blessing in disguise, in so much as the loss of a new vessel belonging to one of the greatest of our steamship companies may result in the Admiralty pushing ahead the work of the survey of the China Coast.

An inspection of the charts appertaining to this part of the world will show that, except in the near vicinity of the Treaty Ports and other places well within reach of some shipping centre, but few lines of soundings have been run. This means that a captain taking his vessel up or down the coast has little to go upon when he has to verify his position by soundings. He can, of course, keep out of danger to a certain extent by the use of the lead, but his lead will only tell him when he is actually running into shoal water.

In a well charted place it is not only possible, but in many cases comparatively easy, for the shipmaster to find his way through the thickest fog by the use of the lead alone. Cross lines of sounding have been run close together, with the result that all inequalities of the bottom are as carefully mapped out as those shown on an Ordnance map of an English county. Here and there the nature of the bottom is stated, whether sand, shells, mud, coral, etc. With such a chart as this fog matters little or nothing. The shipmaster can keep his lead going and his line of soundings followed on and compared with the chart will, in most cases, give him an excellent idea of his position.

Between, say, Singapore and Hainan, in fact all up the China Coast, we have a constant stream of vesselstrappings, carrying millions of pounds worth of freight, and yet it is only here and there that their route can be said to have been well and exhaustively charted. The majority of these vessels follow practically the same course in running up or down the coast, and it is surely not too much to ask in their interests that the Admiralty should see that their route is carefully surveyed with as little delay as possible. And it is the northern portion of this route that should be surveyed first, for in this portion it is that fogs are most prevalent, and it is foggy weather that accounts for the great majority of shipping disasters, as can be easily judged by a reference to accounts of those which have occurred on the coast within the last few years.

In the orders issued to the masters of the Peninsular and Oriental Company's vessels, it is strictly laid down that the lead shall be kept going constantly in foggy weather, so it is only reasonable to suppose that these "instructions" were carried out on the *Sobraon*, for the very strictest discipline is always observed on the Company's steamers. This being the case, we believe that a better chart would most likely have resulted in the *Sobraon* passing by the Tung Yung group in safety. The soundings taken, instead of being merely a safeguard against running into shoal water, would have enabled Captain WINTER to have verified his position, and the loss of thousands of pounds would have been averted. We may as well point out, also, that the lead is of little use as a danger signal on the China coast except in places which have been well charted, as most of the islands are

rocky and precipitous and carry deep water right up to the rocks. This is another reason why the survey of the China Coast should not be delayed.

We invite correspondence from shipmasters and others interested in the subject.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, April 25th.

The Boers are again active in Cape Colony. Fighting has occurred in the districts around Graaff Reinet, Steynsburg and Barkly East.

LATER.

THE NEWFOUNDLAND FISHERY QUESTION.

The British Government has submitted to France definite proposals for a settlement of the whole Newfoundland Fishery question, and a reply is awaited.

THE COAL TAX.

Sir Michael Hicks-Beach replying to a deputation, said that he was unable to withdraw the Coal tax, but that he wished to deal fairly with existing contracts.

WEATHER REPORT.

The Observatory report says:—

On the 27th at 12.5 p.m. the barometer has risen in S. China and the Philippines. Pressure is probably highest over the E. coast of China, and gradients are slight for E. winds on the S. coast. Forecast:—Moderate E. winds; drizzling rain or mist.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

H.M.S. *Asiatic* left Shanghai this morning to render assistance to the wrecked mail steamer *Sobraon*.

H.M.S. *Centurion* goes into dock on Monday afternoon to execute the repairs rendered necessary by her breaking adrift and fouling the *Glory*.

FROM Messrs. Lutgeas, Einstran & Co. we have received a couple of handy little calendars advertising Gairdy's Belting, for which that firm are the local agents.

H.M.S. SHIPS *Aurora* and *Arctura*, which went to Singapore the other day to meet the Duke and Duchess of Cornwall and York, left that port for Hongkong on the 25th inst.

The cruiser *Mohawk*, homeward-bound after ten years' service on the China Station, has arrived at Sheerness on the 29th March. She will proceed to Chatham to be refitted at a cost of nearly £25,000.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

H.M.S. *Glory* came into the harbour to-day and took up her moorings in the man-of-war anchorage. She is to be fitted up as flagship of the China fleet. She has been lying at the south side of the Island for the last day or two and has kept up communication with the *Centurion* by means of wireless telegraphy, both vessels being fitted with Marconi's apparatus.

FIVE members of the Police Force appear to have been born under an unlucky star. They were unable to go home by the last English mail on account of an outbreak of small-pox and now they are again disappointed by the wreck of the *Sobraon*. It is whispered that the strong man of the party darkly hints at swimming home if he can find a companion to accompany him.

THE London and Glasgow Shipbuilding Company (Limited), says the *L. & G. Express* of the 29th ult., have launched from their yard at Govan the *Laisang*, a steel screw passenger for the Indo-China Steam Navigation Company's Hongkong to Calcutta line. The dimensions of the vessel are: Length, 350ft.; breadth, 44ft.; depth moulded, 28ft. 6in. She is designed to carry about 5,300 tons dead weight, with a gross tonnage of about 3,600 tons.

THE King has chosen for his own special sanctum at Windsor that room which was known as the Prince Consort's, and which has not been used ordinarily since Prince Albert's death. This will be the King's writing room and study, where he will work every day as did his father before him. There he will be surrounded by objects that remind him of both his illustrious parents. The only alteration made in the arrangement of the room, besides the introduction of books and papers belonging to the King, will be to bring in some few articles especially associated with the memory of the late Queen.

IN Prague there exists a goose "house," where yearly some three million geese change hands. Its most active time lasts generally from about six to eight weeks, from the middle of September till the first days of November. During this time immense flocks of geese are driven into the suburbs, especially from the districts lying on the right bank of the Weischoel. These are then conducted at night over the bridges to the Jewish quarters, the trade being principally in the hands of the Israelites. As the geese are driven in from long distances they are "shod"—that is to say, walked repeatedly over patches of tar mixed with fine sand. This forms a hard crust on the feet of the geese, and they, thus "shod," are able to cover immense distances without fatigue.

THE Band of the Royal Welsh Fusiliers will play at the Hongkong Hotel this evening, from 8 to 9.30 p.m.

PROGRAMME.

March "A Runaway Girl" (Cargill)

Valde "Messenger Boy" (Willmott)

Song "Darling Mabel" (Willmott)

Polka "The Flight of Ages" (Cargill)

Minuet "La Cantine" (Cargill)

Selection "Santoy" (Jones)

"God save the King."

We would remind our readers of the concert to be given by the St. John's Cathedral Choir, at the Hon. C. P. Clater's Bungalow, Kowloon, on Wednesday next. The entertainment is sure to be of a high class and the expenditure of a dollar or two will kill two birds with one stone (rather an ambiguous parallel, perhaps) by affording an evening's enjoyment and aiding that deserving institution the Missions to Seamen.

A CORRESPONDENT in *Fairplay* writes in connection with the death of Mr. Carl Lazier, a great shipowner of Hamburg:—"Mr. Carl Lazier was owner of the P. ships, the performances of which in the Chilean nitrate trade you have frequently alluded to. I hear that the *Polosi* and *Pisagua* are already being offered for sale in England and Germany, and if any British shipowner is anxious to be the owners of the largest ship in the world (though 'made in Germany') he should go in for the five-masted *Polosi*, the wonderful record of which you recently gave. If she should come under our flag it will be interesting to watch whether an English owner can sail her to make the marvellous passages with which she has so far astonished the nautical world."

A WARRANT has been issued says a home paper of the 28th ult. for the arrest of Mr. John Thompson Hall, J.P., who left Dartington about a fortnight ago, and subsequently by letter resigned the chairmanship of the local School Board. Mr. Hall is charged with defalcations amounting to between £30,000 and £50,000, and his departure from the town has created a great sensation on Teeside. He was a chartered accountant and stock and share broker, and also secretary of the Dartington Equitable Building Society, but the audit has shown, as he himself said in a letter to the accounts of this society to be perfectly safe. In a letter to a friend—Mr. Hall spoke of himself as being nearly distracted. He was a leading churchman in the town, and occupied various public offices. It is stated that he had been unfortunate in speculations, and that he has now gone to Brazil.

A SETTLEMENT of Presbyterian Chinese from Foochow has been formed at Sibn, Sarawak. The settlers style their place "New Foochow," and are the pioneers of a large colony of agriculturalists, which is being organized by Mr. Nai Siong, with some assistance from the Sarawak Government. They are looking well, says the *Sarawak Gazette*, and seem to be happy and contented, and are now commencing to make gardens and to plant paddy and vegetables, and in a year or two will make a great change in the appearance of the country by cultivation on a regular and extended scale. They have artisans amongst them, and also an ordained parson and a qualified doctor, both Chinese. The population is now five hundred men, women and children, but this number will soon be increased by new arrivals from China—There is ample room for many tens of thousands, and every convenience around them.

STRANDING OF THE S. S. "SOBRAON."

The following information was telegraphed from Foochow last evening:—

"*Haishin* proceeded *Sobraon* this morning, French Cruiser goes this afternoon with Armistice Officer *Sobraon* abroad, mails in good order."

The following is a summary received by telegraph from Shanghai of the Passengers and cargo on board the *Sobraon*:

Passengers:—17 Adults and 3 children, first saloon; 40 Adults and 13 children, second saloon.

Cargo:—Treasure \$2,000 only, 818 bales Fine Silk, 51 bales Waste Silk, 250 tons Strawbrad, 150 tons Hides, and 150 tons Sugdries.

H.M.S. *Asiatic*, left Shanghai with the *Coromandel* at daylight this morning for the *Sobraon*.

This information was confidentially forwarded to us by the Superintendent of the P. & O. S. N. Co.

Vessels arriving from Shanghai report fog about the Tung Yung group where the *Sobraon* struck. One captain informs us that he met with an abnormally strong westerly current which set him from eight to ten miles off his course. As our informant's vessel passed the Tung Yung group only a short while after the *Sobraon* struck it is evident that she must have encountered the same strong westerly set. This, added to dense fog, would render navigation anything but easy work.

Captain Anderson left for the scene of the wreck to-day, to report upon her position and the chances of saving her.

THE ADVENTURE OF LADY URSULA.

Last night the Brough Company performed for the second time *Anthony Hope's* clever comedy and the particular of the setting was fully brought out. The dress of Georgian period is well fitted for the stage, and its gorgeous hues make even a poor play pleasing. Such an epithet as "poor" cannot be applied to a play by such a well-known writer as *Anthony Hope*, and even though it could, surely the talent of Mr. Brough's company would go far to make it successful. Mrs. Brough is the character rôle, was even more charming than usual and Miss Temple in her small part was good as ever. Mr. Lovell, as Silvestre, was as usual excellent. His dress fitted his fine figure, and his part might have been written especially for him. Mr. Brough, in the rôle of Dr. Blincoe, made the most of a small part, which though suited to his versatile genius, is not big enough for such an excellent actor. The other parts were well filled but were necessarily rather eclipsed by the only two important rôles in the piece. We think it is the most charming piece which has been staged by the company.

"The Second Mrs. Tanqueray" is to be staged to-night.

AT THE MAGISTRACY.

SAVED TROUBLE.

Herbert Richardson, a seaman on the U.S.S. *Albatross*, seems to be of an obliging disposition. At all events, when drunk and feeling "that tired feeling" stealing over him he saved the Police trouble by going to the Police Compound so as to be arrested comfortably. Even this piece of thoughtfulness didn't save him from the usual \$2 or seven days.

OPIMUM.

To King had one mace of prepared opium without a permit. It cost him \$2 or seven days.

Three mace of the seductive drug cost Lau Shin, a farmer of Ma-tau, fifteen dollars or a month, and it is to be hoped it will break him of the opium habit.

Li Hung had no occupation, but he had two tins one mace of opium dross and had no valid certificate. He has now lost his opium and Mr. May is kindly finding him employment for a couple of months.

Chu Sze was in much the same predicament as the above man, but had two mace of prepared opium and \$10. He is now minus both.

Chan Sze, a married woman, had six mace of prepared opium concealed under her bed at 29 Circular Pathway. Fifteen dollars, or one month. Fine paid.

ALL ABOUT A CR-T.

Li Sing Shun and Li Shu Yau had a dispute at Aberdeen about a bad cent. Li Sing tried to enforce his argument with a basin, and the result was Li Shu's lip had to be stitched. Mr. Kemp imposed a fine of \$10 or three weeks. Li Sing took the three weeks in which to ponder out the true value of a bad cent.

HAD A SWEET TOOTH.

Leung Yau's sweet tooth led him to annex a bag of sugar, value \$4.50, the property of Hang Kee. He pleaded guilty when charged before Mr. Kemp and will now be without very much sugar for six weeks.

"TINY GRAINS OF SAND."

Cheung Fuk, foreman, Cheung On, Pang Suing and Ngai Fat, ballast boat masters, were charged before Mr. Kemp at the instance of P. Sgt. John Smith, with unlawfully removing sand from the hillside at Cheng Hom Bay without a permit. They pleaded guilty and were fined twenty-five dollars or one month each. They paid up and now think tiny grains of sand make more than the old hymn states.

OBSTRUCTING THE FAIRWAY.

It seems that P. Const. John Hodgson reads his *Telegraph*, for he brought three cargo boats masters before Mr. Kemp for obstructing the Southern Fairway on the 26th. The Defendants were fined \$10 or three weeks each. Fines paid.

FORGETFULNESS.

The masters of nine steam launches apparently forgot to have painted on the sterns of their vessels the number of passengers they were allowed to carry. P. Const. Hodgson introduced them all to Mr. Kemp this morning and their forgetfulness cost them ten dollars apiece.

STEAMSHIP MASTER FINED.

P. Sergt. Birchill charged the master of the S.S. *Kagoshima Maru* with neglecting to go into the dangerous goods anchorage when having sulphuric acid on board. Defendant pleaded guilty and was fined \$50 by Mr. Hazeland.

For neglecting to fly a red flag at the fore the same shipmaster was fined \$50.

ASSAULT BY A "PHYSICIAN."

Mike Murphy, describing himself as a physician, was charged by Cheung Chin, a servant boy of 46, Lyndhurst Terrace, with assaulting and wounding him at the above address on the 27th instant. A certificate was put in from the Government Civil Hospital stating complainant was suffering from wounds and would not be able to appear for a week. The defendant failed to appear and Mr. Kemp ordered, that his bail of \$40 be estreated and a warrant for his arrest issued.

CONVEYING A LETTER OUT OF GAOL.

Chan Yau, a prisoner in Victoria Gaol was passed out to be discharged. On being searched he refused to open his mouth and it was found he had a letter in it. Mr. Kemp imposed a fine of \$75 or three months. Chan returned to Gaol.

NEGLECTING TO REPORT PLAGUE.

The failure to report a case of plague cost Wong In of Wing Lok Street, \$25 or six weeks. He chose the latter.

LETTER CARRIED FIRED.

Li Tsun was arrested on the Canton Wharf yesterday with 39 letters in his possession addressed to Canton, Fatsan and elsewhere. The usual fine of \$100 or six weeks' imprisonment was imposed. Contrary to the usual order of things, defendant went to gaol.

THE PLAGUE.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU F. Le Sommer	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 3rd May, at Daylight.
HITACHI MARU G. Anderson	KOBE and YOKOHAMA	FRIDAY, 10th May, at Daylight.
KINSHU MARU H. Fraser	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU N. Trent	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 17th May, at Daylight.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASA MARU J. B. MacMillan	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU N. Trent	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIYAHARA, Manager.

Hongkong, 27th April, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG Christiansen	HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and PENANG.)	3rd May. Freight and Passage.
SECOVIA Foerck	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. Freight.
AMBRIA Duckstein	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 25th April, 1901.

TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Thursday, 2nd May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Thursday, 4th July, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 2nd May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd April, 1901.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

STEAMERS.	DESTINATIONS.	SAILING DATES.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Wednesday, 1st May, at Daylight.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Saturday, 25th May, at Noon.
S.S. "....." (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Tuesday, 18th June, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 1st May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

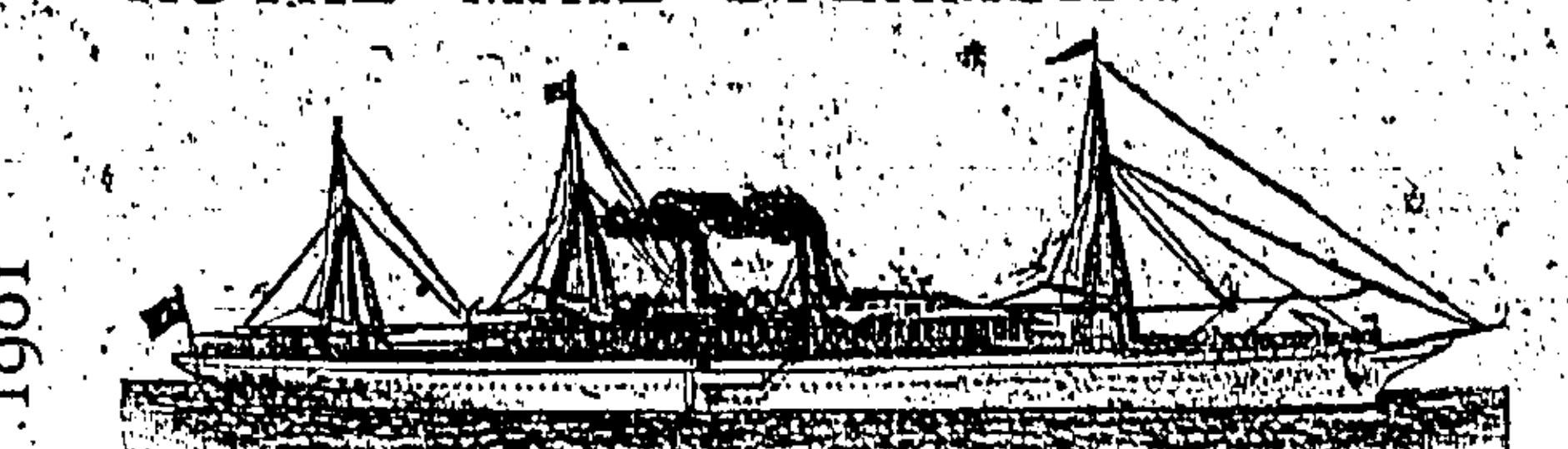
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th April, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. HIGGINS, General Agent, Paddlers Street.

Hongkong, 24th April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Saturday, 1st June, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Thursday, 27th June, at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

UNION PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City... about May 15
Belgian King... about June 10

THE Steamship

"CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 26th April, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"KASHING"	30th instant.
Do.	"KWANGSE"	2nd May.
TIENSIN	"KWEIYANG"	2nd May, at 5 P.M.
LOILO and CEBU	"KAIFONG"	2nd May, at 5 P.M.
KOBE and YOKOHAMA	"CHANGSHA"	10th May.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 27th April, 1901.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	Due.
GLASGOW and LIVERPOOL	"DARWIN"	2nd May, A.M.
" "	"MAGLON"	9th May.
" "	"ACHILLES"	14th May.
" "	"PROMETHEUS"	18th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"AJAX"	30th April.
" "	"ANTENOR"	14th May.
" "	"CALOHA"	18th May.
LIVERPOOL (DIRECT)	"PYREUS"	10th May.
(Taking Cargo at LONDON RATES)	"ULYSSES"	24th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 18th April, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Port, TO-MORROW, the 28th instant, at Daylight, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LARRAIE & Co., General Managers.

Hongkong, 27th April, 1901. [458c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI via SWATOW & AMOY. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th April, 1901. [226c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on WEDNESDAY, the 1st May, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 26th April, 1901. [461c]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"FERNDENE," 3rd May.
"AFRIDI," 24th May.
"HILLGLEN," 14th June.
"LOWTHER CASTLE," 30th June.

For Freight and further Information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 20th April, 1901. [445c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th April, 1901. [426c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First-class Steamships: "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION," &c.

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION" will be despatched for PORTLAND (OR.) about 20th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO., Agents.

Hongkong, 20th April, 1901. [432c]

Intimations.

NOTICE.

TO AMATEUR PHOTOGRAPHERS.

MEE CHEUNG begs to notify his many Customers that in order to meet the demands of AMATEUR PHOTOGRAPHERS he has OPENED a New Department on 2nd April, 1901, which will be devoted exclusively to their interests. Two skilled operators in constant attendance.

Developing and Printing in all Branches executed with care and promptness. Enlarging from small negatives a specialty. Hand Cameras refilled. All kinds of repairs to apparatus undertaken. Prices very Moderate.

OFFICE in Corridor of HONGKONG HOTEL where there are 2 Dark Rooms always at the disposal of Patrons Free of Cost.

Hongkong, 6th April, 1901. [401c]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agencies—Mitsui Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yohsintan Coal Mines, Onnoura Coal Mines, No. 1, Ohsuji Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanagatahi Cotton Spinning Mills. Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills. Mikko Cotton Spinning Mills. Imperial Government Paper Mills. Onoda Cement Company.

Mitsui Bussan Kaisha, M. FUJISE, Manager.

Hongkong, 11th December, 1900.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for CLEMENTS, WHEELS, Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST.

4, QUEEN'S ROAD, Watson's Building.

Hongkong, 20th April, 1901.

WHEN KINGS TRAVEL.

PECULIAR PRIVILEGES EDWARD VII.
ENJOYS ABROAD.

The fact that the King has been to Germany, and will shortly visit Denmark and perhaps Holland, is an indication that he is likely to be as great a traveller as the late Queen, who was probably out of her kingdom more often than any other monarch of modern times.

When the King travels he has privileges under international law that no subject, however illustrious, is allowed. Under the law of extraterritoriality he, as it were, carries his kingdom with him wherever he goes. No law can touch him. Should he refuse to pay his hotel bill he could not be sued in court for it. Should he travel without paying his fare the railway company could do no more. Were his motor-car to run into a shop window the proprietor of the shop could not recover damages, however gross the negligence.

The King would even be exempt from the criminal law. In the improbable event of his Majesty knocking down a Frenchman in Paris or a German in Berlin no policeman dare lay hands on him. He could even upset the policeman himself without fear of legal penalty. If any visiting monarch chose to do a little amateur burglary, the authorities would be bound to overlook the matter, and it is doubtful whether there is any means by which the stolen property could be recovered.

Thus, a king need never be in want of money in a foreign country. For all he has to do is to enter a bank, seize a bundle of notes, and put them in his pocket, or break a jeweller's window, and help himself to any quantity of watches, chains, and precious stones. He could go into a restaurant, order a magnificent dinner with the rarest of wines and liquors, and the best cigars, and refuse to pay the bill. The restaurateur would have absolutely no remedy. But a king assaulted even the humblest citizen of the foreign country in which he was sojourning the citizen might hit back. And if, in that case, the king got the worst of the encounter he would have no redress. Likewise, if the authorities got wind of a king's intention to commit some offence against the law, they would be justified in placing him under restraint until his own Government was communicated with. But they could not keep him a prisoner a moment longer than was necessary, and the restraint would have to be of the mildest possible nature. In extreme cases they could request the king to leave the country. And if he committed an unpardonable abuse of hospitality they could even convey him beyond the frontier.

These rules hold good only when the king goes into a country openly and aboveboard. If he had gone clandestinely he would have very little further rights than an ordinary subject. If the King, while abroad, were treated with disrespect, the foreign Government would have to make amends. The King represents the State, and disrespect to him is disrespect to his country. Such kings are sometimes offended, and have been tried for breaches of the law in the criminal courts. Such an event is extremely rare in history and practically impossible now, democratic as all nations have grown. There is a sort of brotherhood of nations that would prevent such a thing, and an indignity to any sovereign is regarded as an offence to all sovereigns. Not only is the King himself above the law in foreign countries, but all his servants, from the Minister who accompanies him down to the coachman, are also above it to a certain extent. They can be sued for debt, but they cannot be arrested. For it is assumed that the King would be inconvenienced by the arrest of any of his servants, and thus their arrest would be an affront to him.

As a matter of constitutional law the King of England was at one time a sort of prisoner in his own country. The act of settlement lays it down that "no person who shall hereafter come to the possession of the Crown shall go out of the dominions of England, Scotland, and Ireland without the consent of Parliament."

This harsh law repealed on the accession of George I., and that monarch when he went to Germany in 1716 merely announced to Parliament his intention of going.

George III., it is interesting to note, never left his kingdom; indeed, during his entire reign he was never more than 100 miles from his place of birth.

Many English monarchs besides George III. never left the kingdom from the day of their accession. These were Edward VI., Queen Mary, Queen Elizabeth, James I., Charles I., Charles II., and James II. till his expulsion. But such a state of things is not likely to obtain again. —*The Advocate of India.*

THE MOTHER-OF-PEARL INDUSTRY.

The principal mother-of-pearl fisheries of to-day are scattered about in various parts of the world, and the best known are perhaps those of Ceylon, Queensland, the Torres Straits, the Bay of Panama, Tuvalu, on the Comorand coast and the Calabrian coast of Italy. It was only about ten years ago that a company was formed in Italy for the special purpose of cultivating the mother-of-pearl fisheries in Italy, and at the head of it was placed Signor Comba, the distinguished Italian naturalist, who has since the pearl oyster a special subject of research. In 1880 Signor Comba began his investigation on the cause and formation of pearls, and a few years later he obtained the sum of 20,000 francs from the Italian Government to build an aquarium at Turin, where he might carry on his experiments on a larger scale. Shortly afterwards the late Victor Emmanuel II. appointed Signor Comba director of the royal zoological garden at Turin, where he obtained permission to construct two new aquariums, to which he transferred his oysters. Finally it was decided to establish the industry by the Calabrian coast. To further develop the fisheries it was proposed to acquire 10,000 pearl oysters, of which 500 will be set aside for breeding purposes. It has been computed that the spawn produced by one of these mollusks in the open sea contains something like 12,000,000 eggs. The majority of these are naturally lost, either because they serve as food to other animals, or because they get covered up by the sand or are carried away by the currents into places unsuited for their development. By breeding in tanks these dangers can for the most part be avoided, and certainly a twentieth part can be saved, which would give an average of 600,000 eggs for every shell, and a sum total of 300,000,000 for the 500 oysters set apart for breeding. But allowing that the only part of the twentieth part develop, in the second year there would be a total of 15,000,000. Again, if only half of these survive all the natural and chance risks to which they may be exposed, still 7,500,000 would be laid down on the banks in the open sea. At the end of the seventh year say 50 per cent. are fished up, that would give 3,750,000 shells, and at an average of three pounds per shell, would mean 11,250 tons of mother-of-pearl, which even were it all of the third quality, and worth but 100 francs a ton, would be worth 1,125,000 francs. It is a sum total of 1,125,000 francs. To carry out this scheme the Italian Government will spend 1,000,000 francs for the construction of breeding tanks, and a sum of 2,000,000 francs has already been set apart for the development of this industry on the coast of Calabria.

COST OF CORONATION.

Although some considerable period must elapse before the coronation of King Edward, it will in a short time be necessary for Parliament to decide upon the amount to be spent upon the ceremonies, and in this connection the sums voted for preceding coronations are recalled by the London correspondent of the *Birmingham Post*. The first ceremony of the last century, in 1801, when George IV. was crowned, cost over £240,000; but for that time later, on the accession of William IV. only £50,000 was asked. When Queen Victoria's coronation took place, the then Government was of opinion that for a sum of £200,000 the celebration could be done without waste, but with suitable luxury. This increased amount, however, did not satisfy the tradesmen of London and a deputation was formed, headed by the Marquis of Londonderry, waited upon the Home Secretary, and, while praying that the solemnity might be held during the holiday season, in order that a great number of sightseers might be attracted to the metropolis, hinted that the Treasury ought to spend a larger sum than that mentioned. The Ministry, however, considered that £200,000 was ample, and refused to increase the amount. It was agreed to dispense with the usual State banquet in Westminster Hall, but the procession was on a finer scale than on previous occasions. One reason for the abandonment of this feast was because in 1801 it had been somewhat unruly, and the throwing down of the glove by the mail-clad champion of the King (which was not repeated on the coronation of William IV.) had evoked considerable laughter. Another feature of the preceding celebration of the kind, which will in all probability be omitted from next year's proceedings, is the scattering of handfuls of commemorative medals of gold and silver among the crowds in the aisles, it being considered that the tumult caused was hardly consistent with the sanctity of the Abbey. A further ceremony of interest, which took place in 1838, was the redeeming of the Sword of State with a hundred shillings, that being performed by Lord Melbourne the then Prime Minister.

A TRAIN INCIDENT.

I had the carriage to myself, a third-class carriage on the London and South-western Railway, and never before did I step from platform to compartment with greater unconsciousness of the dangers run by railway passengers than at that time. I was alone in the world, the railway porter and policeman.

The first stop my solitude was broken. A middle-aged, respectable old man, carrying a unwieldy sack in one hand and a malodorous clay pipe in the other, climbed into the carriage, eyeing me with that perfunctory which is the penalty of a handsome appearance. I noticed that the fellow was more, or less evil-looking, that he had every appearance of being strong and vigorous, but it never jumped into my brain that his scrutiny of my features was anything save the tribute ugliness pays to the other thing. I lit a cigarette to protect myself from the pungent clay pipe, and like the churchgoing rustic, "cocked up my legs as if I thought no harm."

But the train had not shaken me upside down for many minutes before my fellow-passenger made a move that attracted my attention and filled my mind, in a flash, with all the stores of railway outrages that have ever started the world of travellers. He put his clay pipe on the seat of the carriage, dived down towards his sack, and as his hand disappeared into its hairy mouth, looked up at me with a wink.

Now, it is all very brave to make light of such a proceeding, when one is sitting over a club fire, or rolling home in a railway-carriage with five other respectable British merchants all reading their peaceful and civilised *Pall Mall*. But I protest, there was in my fellow traveller's action something of a threat, and a terrifying nature. There was at any rate, something in it that tied a knot in my throat, sent my eyes wandering in the direction of an impossible communication cord, and made me wish that I had not placed my good oak walking-stick in the rack above my head. But I must not frighten the reader.

While I was in this unhappy state of mind, the old fellow straightened himself up and produced from his sack three obese oranges, each in transparent white-brown paper. With uttering a word he extended his huge palm to me, a palm on which rested those three fat oranges as comfortably as the ball on the dome of St. Paul's.

I looked at the oranges, then at my man, and shook my head fiercely.

He smiled.

There was a pause, and then he edged himself nearer to my end of the carriage. His eyes were fixed on the three oranges with all the paths that your Hamlet bestows on the skull of poor Yorick. A beautiful melancholy, a tender sadness welled into the old fellow's sunken eyes, and though his long, thin mouth was curled upwards in an infinite grin, he snivelled once again.

"Won't you be so kind, sir?" he pleaded.

"I will not," said I, and the relentlessness of a Kitchener flashed from my eyes.

"But tell me how it is, sir," he said, with a sudden change of tone. "I'll make a confession. I've been a bad boy."

His face was lined and seamed; his chin was covered by a thick, curled mass of red black hair. In his evil fox-eyes, squinting out upon the world under long hairy eye-brows, there dwelt the perpetual gleam of maligned inarticulate laughter. The old fellow's mouth, too—the mouth that wagged that mass of curled beard—was twisted like a line of wire into a suggestion of merriment.

"I've been a bad boy," he said. "I've just come out of prison."

Sir, you might have shot me! The knot tightened in my throat; I glanced at the communication cord, and then thought of my wife and family at home, totally unprovided for.

"Come out of prison?" I gasped.

"As true as I'm a living man," he answered. "Now, sir," he added, "I'm telling you the truth. Vars," he added, in a tone of voice implying a just and honourable self-pride. "I've just come out of prison. Don't you believe? Well now, look here, sir. I've got in this very pocket of mine proof of my words."

He seemed as anxious to prove he had been in prison as an aitchless person is and anxious to emphasize his aitches. He fished in the pocket of his coat, and presently produced a lump of something that lay up in the very dirtiest handkerchief I have ever seen. Unrolling this grimy rag, he displayed on his knee, like a mother showing off her baby, a lump of brown bread. Oh, how proudly he beamed upon it!

"There, you see, sir, is the eight marked on the top; that's the eight-ounce. Prison bread," he exclaimed, enthusiastically. "Yes, and very good bread, too!" He leaned forward contentedly, as if letting me into a secret. "I tell you, sir, I've suffered less from indigestion since I was in that oven than I did before. Some of 'em complain of it being brown; but there, I believe, the brown's just as wholesome as the white, I do indeed, sir."

I began to feel brave again. "What was your crime?" I asked, with all the condescension of a Justice of the Peace.

OUT ON THE QUAY.—A SKETCH.

[By W. Pett Ridge, in the
Pall Mall Gazette.]

Facts and rumours flutter about the quay-side industriously as though they were conveying scandal. She is fast sometimes (so the facts and rumours have it), a bit too fast perhaps; she's a rare one at pitch-and-toss; for steady behaviour she is not to be compared with such-a-one: she most certainly will not be in until late; you can never rely upon her as you can rely upon some other; she passed Prawl Point at eleven this morning; and its high time she was signalled from Hurst Point; if she gets in by seven it is as much as she will do. All this from groups of men who, hands in pockets, converse in the aggressive way of men who stand in the dock.

Divisions come, caused by disputes over things that do not matter, such as the precise hour at which the American boat left Saturday fortnight; the name of the ship over in Berth Twenty-four; the number of children possessed by old Sam Belchamber's widow; the past life of a superior officer. When a man has hit some immaterial nail on the head, he clinches it with an exit speech, and walks off exultant to the end of the quay, returning to join another group and to listen until he sees opportunity for the definite, contradictory, and dogmatic interruption. The moon is near to the ground on the other side, but high enough to send a pathway of silver across the harbour, and already it lights up spaces on the quay side not illuminated by the globes of electric light.

An amazingly fine evening this, set for its better appreciation in a month of wet days; the wooden flooring outside the Customs House, where rails are laid, are making all the haste they can to achieve the novel experience of dryness. The hydraulic cranes stand high and stolid; half a dozen wooden gangways afford resting-places for the odd men.

"Flags gone up at the gates!" says a new arrival.

"Then it 'mounts to this!" announces one of the resting men, authoritatively, "in about a bower and a half we shall be in the thick of it. Who's got such a thing as a lucifer match and a bit of baccy?"

Inside the long, broad Customs House leisurely preparations are being made. The Customs House is painted white, with the brown, dark, numerous columns supporting the first floor, and it is fitted with wooden pens, as though market day were near and sheep expected. A long line of wooden benches has been set on trestles, with a pair of scales at one end, and a few ladies under the command of a foreman are shifting the position of two scarlet lutes labelled "Telegraph." At the far side an awkward bad-tempered goods train is being coupled up, and an engine is going to take the trucks out in order to make room for the first class special to London. On the floor of the pen reserved for luggage are chalked letters in couples from A to Z, for the better sorting and management of trunks.

Mourning walk nervously up and down the quay, which they frequently declare must have stopped, and hailing every man who bears any suggestion of uniform with an urgent appeal for information. They swoop down on the boy who has arrived with telegraph forms and peck at him with questions; a youth comes bearing a bell, and he is subjected to similar treatment.

"What is the Bay really like at this time of the year?" I suppose it is dreadfully rough. Do you think it's bad enough to have made people feel ill? They have a doctor on board, don't they? Is he a good doctor, do you think? Would you mind using your influence so that we are allowed to go on board directly it arrives?—Is the war going to last much longer? Supposing a telegram was sent from Madeira, and never arrived, ought we to write to the South Western Railway or ought we?"

"Ladies," says the youth with the brass belt pitiously, "I've only been at this job a couple of days, and I don't know nothing at all about nothing. Ask some one else."

The goods trucks have consented to give up all differences of opinion, and linked together, they go slowly out of the shed. The wooden waiting-rooms at either end are opened; a foreman at one of the open doors on the quay side with his overcoat worn loosely over his side, and the word being passed along, the resting men within arouse themselves, and going out join the smoking men perched on the gangways.

"Wake up!" orders the foreman. "Op-off them shoofs there, and take the wool out of your ears and listen."

The men form up clumsily. The head man counts up to fourteen and waves this detachment to stand aside.

"Few fourteen," he says loudly, "go right aft with Joe Knight and look after the mails, and no playin' about mind. Under Mr. Knight for captain they move away, the first-class baggage, and mind ye, do it!" This detachment tramps off. "And yew seven stay where y'are and see that them shoofs are ready, and don't let 'em be any of y'own sense."

Thus are the men cleared away and stacked in position; thus is the quay made clear for the people who have been driven down this journey of a tortuous mile from the dock gates to meet the liner, and now march up and down the quay-side, peering out through the moonlight and the smoke of each other's pipes, and what this light is intended for, there are two lights shining over their heads, getting no information whatever, and making blind and desperate shots at the truth themselves. Here common but distinguished friends of an arriving officer meet, each other, and say, in rather a hurt way, "Good gracious! Fancy running across you here above all places in the world, and seem at first to resent the fact that any one but themselves should be showing this compliment to the home-coming person, but becoming more friendly after the exchange of telegrams from Madeira and inquiries after men who are still out at the Cape. A long young man in a young man's coat, homey last week's boat, in great request; he is handed around from one group to the other, as though he were cake, and appears to make a good tempered point of giving either good news or sons at all."

"Oh, yes, I met him. Yes, met him at Durban. Oh, how terribly fit and well. Asked to be remembered to everybody. (Bob Cardew? Don't fancy I struck him any where; got rather badly dashed by his horse, didn't he? No, I'm sure I didn't run against him. What name did you say? Oh, he's simply and dandy, and twice the manly was he. Tell her I mean to say, he looked in such tremendously spanking good form."

Out, far out in the harbour, one can see the white starlight up, moving slowly. The foreman comes out of the Customs House inside, the uniformed officers are preparing on the other side of the wooden benches for the coming struggle; a first-class train has backed its way down into the shed, and

THE SOCIETY GIRL'S LATEST PHOTOGRAPHIC FAD.

[By W. Pett Ridge, in the
Pall Mall Gazette.]

A good deal, if we may take the word of the up-to-date photographer and his up-to-date sister. For the fad of the hour, the newest thing in photographic and society circles, is the picture of your back.

Perhaps this is all a fad, a fashion of the hour, that will live not as long as the lovely woman's shoulders which it depicts are still lovely. Perhaps it is, in truth, one of the developments of this new century, one that has come to stay, and perhaps its work will be regarded as so significant that our children and children's children will be displaying our shoulder views in antique cases and explaining that this is how our shoulders looked in the year 1901.

There can be no disputing the fact that a woman's shoulders are as lovely, when they are lovely, let us add, as the long list of long-sighing poets have made them. No doubt they are usually carved from ivory or molded of driven snow, or hewn from the gleaming alabaster. Therefore must one not acknowledge that, being a beauty, they are worth preserving in some lasting form, such as a photographic negative?

There are backs and backs, as one recognizes from an inspection of different camera specimens. All are full and curved else, obviously, they wouldn't be photographed. But only a few have the adorable crease that your beauty specialist prays aloud for.

How much do you know of the woman from this view of her? For one thing, if this crease exists you can be reasonably sure that her figure is for the rest lithe and rounded. Many of good form lack this crease, but the vice versa is seldom true. It is the supreme test.

Then look at the outline of the shoulders. They may be long, short, high, slope. They may be rounded or they may display the outline of their scapulae.

The high shoulder is never a mark of beauty, although the opposite, in extreme, may indicate the worst thing possible. The rounded, carved-in, chest shoulders that drop overmuch must of necessity involve this kind of crease. But the slightly sloping line is lovely even to classicists; and by long tradition it is associated with all those traits most distinctly feminine. Perhaps even the anciently recognized something aggressive in the high, thrust-shoulder, that forced its way through the world much as a pushing, strong-minded elbow does.

Then what a volume of comment the necks call forth. Not throats, as we more poetically say when we look upon a front view. By right of anatomy the back of the neck is the neck, and nothing else. Long and short they too, are and curved and straight. Some women easily can't for the life of you tell where the one ends and the other begins. Some, alas, drop a perpendicular, which forms right angles with the horizontal of the shoulder.

And the hair! You can build the girl's whole costume from the way she dresses her hair, just as Professor Dryasdust can construct a mastodon from handful of bones and a footprint. You know to a dot whether she is stylish or not, and just how stylish. If she dresses a la mode she is not going to wear the Psyche of a half-dozen years back, is she? If she loves to let her locks fall in the maps of her neck.

They are gathered to the crown or top of the head; or possibly lower. They are dressed pretty flat. They are puffed over the ears. They are drawn up trimly at the back and clasped with a long pin made for the purpose. Then you know in a minute that she is well tailored—that her corset fits as well as her skirts hang, and that to perfection.

Or some other locks are allowed to droop a bit more loosely. The owner is probably not tailor-made at all, but is given over to the frailties and fancies of the dressmaker; whose moral enemy is the ladies' tailor.

A rose or a eucalyd added into the coils and your girl has a touch of coquetry. A droop to the head and she is graceful; an upward lift and she is haughty.

Is the fad merely a fad? Or has back photography a real significance? —*The Sunday Call.*

lighting up its carriages. Outside the crowd now almost dancing with anxiety, but nearer the edge of the quay as the white-robed lights approach. A small boat rocking in the water, advised to rock itself out of the way, the wooden gangways are squeezed round ready for action; the moon opposite having risen high enough to illuminate with its white light the whole of Berth Thirty-six.

"There she comes!"

She comes deliberately, majestically. A tug with one white light and one red light is conducting her, every cabin lighted from end to end, and passengers, shoving mistily at the side of the upper deck, having brought her, the tug steams at right angles, and with the assistance of a powerful brother at the other end, shows how much can be done by kindness, and induces her, churning foam the while, to swing majestically around so that aft, stern and stern is aft, and this done, the tug slips away. Then she moves broadside with caution towards the quay. The wooden gangways are held up ready to bridge the intervening space. The officials on the quay sing out to their men. There are brown uniforms and slouch hats among the figures on board. Recognition comes like sharp disconnected firing.

"Charley, old man!"

"Jim, Jim, Jim! Here I am!"

"How are you? Get all my letters? What's the news? Suppose—suppose your sister hasn't come down? Has she?"

"She's here, my dear chap, only she's too excited to speak. We've been waiting at Southampton all day."

"Hut! hut! pater. How goes it? Thought you said I should never come back?"

"Very glad I was wrong, Walter. Here's your—"

"Wallie, boy! My Wallie, boy!" Enthusiastic answer to this from the deck side, in a deep voice not quite under control.

"Mother! Good old mother!"

FORTUNES FOUNDED ON FLOGGINGS.

Very few people are aware that it sometimes pays to be flogged. Indeed, many fortunes have been founded on flogging, and in the course of the following article we will endeavour to instance a few notable examples. The power and a sentence which Lord Castletown's family have enjoyed for centuries is due almost entirely to the fact that one of their ancestors was a "whipping boy" to Edward VI.

In the days when Henry VIII. was having his son Edward educated it was not considered seemly for a Royal Prince to be flogged. But a Prince of the blood was as likely to need a good whipping as any other boy, so a "whipping boy" was provided, who took the chastigation which the Prince incurred by his misdeeds.

There lived in Ireland at that time a feudal chief who called himself Lord of Upper Ossory. He had submitted—but only partially submitted—to the British, and was altogether a defiant and turbulent person; holding a Royal Court in the fastnesses of Queen's County. His son, Barnaby Fitz-Patrick, had been "caught young," and was held at the British Court as a sort of hostage for his father's good behaviour. Young Barnaby was made a "whipping boy" to Prince Edward, and completely gained the good-will and affection of that Royal youth.

The Fitz-Patricks might have gone the way of many other Irish chiefs had it not been for the favour of Edward, who, when he came to the throne, bestowed upon Barnaby estates and honours. From Barnaby the whipping boy, the Lords of Castletown were directly descended.

Two other noble families of England have a whipping boy on their family trees. The Earl of Dysart is directly, and the Earl of Lauderdale collaterally, descended from Will Murray, who was whipping boy to Charles I. when the merry monarch was Prince of Wales. The floggings which Will Murray received for his Royal master were richly rewarded, for when Charles came to the throne he made the son of the poor Scottish minister Lord Huntingtower and Earl of Dysart, and endowed him with valuable estates.

Will Murray had no sons, but Charles continued the honours and estates to his daughter and her heirs and gave her in marriage first Sir Lionel Tollerme, a man of ancient descent and of a considerable property, and after his death to the Duke of Lauderdale, the descendants of whose brother are now Earls of Lauderdale.

In the record of people who profited financially by a flogging, Titus Oates ought not to be forgotten. For his perjuries he was sentenced to be flogged from Aldgate to Newgate, and then, after an interval of two days from Newgate back to Aldgate. This sentence was carried out so rigorously that, according to a contemporary account, he might as well have been flayed alive. When William of Orange came to the throne of England he gave to Oates a pension of £300 a year (money was worth much more in those days) as some compensation for his flogging, punishment, however, which he had richly deserved.

As recently as 1844 William Henry Barber, a London lawyer, was convicted of forgery and sentenced to a long term in one of the British penal settlements. While undergoing his sentence he was flogged for some trifling infraction of discipline. He never held up his head again and though after four years his innocence of the crime for which he had been transported was established, it was but the wreck of a man who returned to England to receive the congratulations of his friends. It was the flogging that had broken his heart. Parliament, as a slight compensation for the chastisement to which he had been subjected, voted him £5,000.

Within a few months after the Barber case had been made public another innocent convict was found working in the chain gang on Norfolk Island. He was a former shopkeeper named Dunne. He was at once pardoned, but that did satisfy him, for he, like Barber, had been flogged. As a salve for his sore back the Australian colonists raised £2,000 by subscription, and presented it to him. Dunne said that he never again wanted to see England, and so settled down as a sheep-farmer in Australia. He invested his £2,000 so well that when he died he was possessed of a large fortune, all of which he left to charity.

There is no wealthier family in Russia than the Lapukins, of Ustilich, mine owners and bankers. Amonging with the knout bestowed upon the beautiful and accomplished actress, Mme. Lapukin, the ancestress of the family, laid the foundation for the immense fortune of her descendants. Mme. Lapukin fell under the displeasure of the cruel and insolent Czarina Elizabeth, the last of the direct line of the house of Romanoff. Elizabeth had Mme. Lapukin publicly flogged in the market place.

Then the unhappy lady's tongue was torn out, and she was banished to Siberia. Elizabeth's successor, Peter III., recalled Mme. Lapukin from her banishment when he ascended the throne, and bestowed upon her over £100,000 besides giving to her husband enormously valuable estates and mining rights in the then little developed mountain region between Ustilich and Palsk. Mrs. Lapukin

ONE BARLORD—2078.

THE BILL LORD ROBERTS MUST PAY.

Only a jock man can afford to be a belted Lord. The unavoidable initial expenses which Lord Roberts will be called upon to pay, will total up to something like £675.

The principal item in the bill will be the coronet. This is a circle of gold, chased as jewelled, according to the phrasing of heraldry, and with eight pyramidal points of gold, each of which supports a large silver ball, the spaces between the points being filled up to the bottom with golden strawberry leaves.

The manager of a fashionable goldsmith's establishment, who was interrogated by a *Daily Mail* representative, confessed that his firm did not receive an order for a full-sized coronet every day. The trade in that article of jewellery was said to be brisk, except at a coronation, but he was prepared to make a coronet of 18-carat gold, with jewelled cushion, for 450 guineas.

A coronet of first quality gold, the jeweller further explained, will last not only one, but a dozen lifetimes. Contrary to the opinion of our American cousins, peers do not wear their coronets while walking or driving in the Park. Many of the emblems have not once been polished, the brows of their aristocratic owners, and I dare say if we could peep into the exclusive corners of the safe deposit depots we should discover many coronets that have scarcely ever seen the light of day.

Lord Roberts will, in all probability, also find it necessary to purchase a new Garter. These beautiful ornaments vary in price. One hundred pounds will purchase a Garter with the motto "honi soit qui mal y pense" worked in gems—diamonds, rubies, and sapphires if requested—and with a buckle of solid gold.

Then there is the robe which a peer must wear on his presentation in the House of Lords. This is of scarlet cloth with three "doublings" of ermine. A peer's rank in the Peerage is denoted by the number of bags of ermine which traverse the robe back and front. Thus, a duke has four bags in front and four behind, a marquess has one bag less behind, while an earl has three only.

The numerous sashes which appear to divide the mantle into various parts are supposed to denote that it has been this torn or slit while its wearer was engaged in fierce combat on the battlefield. In the case of Lord Roberts this tradition of the ancient knights is not meaningless. A peer's robe costs between £60 and £80.

So far as personal decoration is concerned, the more serious items of expenditure which a new earl is called upon to defray have been accounted for. But there are many other claims upon his purse. The Chancellor of the Exchequer demands certain fees for the patent of nobility, and the Crown on behalf of its officers, requires that the patent should be further secured. Part of this money finds its way to the College of Arms to supplement the salaries of the gentlemen with high-sounding titles who the records of that venerable institution.

In addition to the passing of the patent, crests have to be prepared or changed, and other formalities gone through. The cost under this general heading may be reckoned at fifty guineas, bringing the grand total up to ten shillings short of £675.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE UNDERSIGNED AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895. [30]

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the
EMPIRE OF CHINA:—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road,
Central, Hongkong. [44]

NOTICE OF REMOVAL.
I BEG to inform my Patrons and Public
Generally that I have REMOVED my
Stores from No. 13 to No. 5, D'AGUILAR
STREET.

H. RUTTONJEE,
5, D'AGUILAR STREET,
Hongkong, 27th April, 1901. [54]

For Sale.

NOW READY.

A PAMPHLET

SOME SERIOUS LOCAL PROBLEMS
AND
A FEW SUGGESTION FOR DEALING
WITH THEM.

BEING A LECTURE DELIVERED
BEFORE
THE ODD VOLUMES SOCIETY
BY
MR. H. E. FOLLOUK,
Barrister-at-Law.

To be obtained at the Office of This Paper.
PRICE 30 CENTS.
Hongkong, 1st June, 1900.

NOW READY.
AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERIBLE"
IN
HONGKONG
AND THE
FESTIVITIES CONNECTED
THEREWITH.

WOODCUT OF THE "TERIBLE"
To be obtained at the Office of This Paper.
PRICE 30 CENTS.

As only a limited number have been printed
intending purchasers should send their Order
early for the issue of this interesting souvenir
which will soon be exhausted.
Hongkong, 1st June, 1900.

To be Let.

TO LET.
"WOODLAND WEST," No. 9, SEYMOUR ROAD.
Apply to "S.B." C/o This Office.
Hongkong, 13th March, 1901. [323c]

TO LET.
A HOUSE in RIFON TERRACE.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th March, 1901. [209c]

TO LET.
Nos. 2 and 5, RICHMOND TERRACE, Immediate Possession.
Apply to LAU CHU FAK, Care of A. S. Watson & Co., Ltd.
Hongkong, 1st April, 1901. [175c]

TO LET.
POSSESSION APRIL 1ST.
1, STEWART TERRACE.
Apply to J. W. NOBLE.
Hongkong, 6th March, 1901. [297c]

Consignees.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENVOLICH" FROM LONDON AND STRAITS.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited—whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Captain on or before the 10th May, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, 23rd April, 1901. [448c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA-PENANG AND SINGAPORE.
THE Company's Steamship.
"KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M., the 27th instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, 23rd April, 1901. [445c]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

CONSIGNEES OF CARGO per Steamship "CITY OF PEKING."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
GEORGE ECKLEY, Acting Agent.
Hongkong, 25th April, 1901. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. CO.'S Steamship

"BALLARAT" FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo—
From London, &c., ex S.S. Himalaya and Calcutta.
From Australia, ex S.S. Britannia.
From Persian Gulf, ex S.S. Java.
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.
Goods not cleared by the 1st May, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.
H. A. RITCHIE, Superintendent.
Hongkong, 26th April, 1901. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "GLENSHIEL" FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, AND MOI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
HODWELL & Co., LIMITED, Agents.
Hongkong, 26th April, 1901. [4]

JUST OPENED.
A FINE Consignment of FRENCH PRESERVES of a well known make. Quality will speak for itself.
H. RUTONJEE, 22 & 23, High Road, Kowloon.
Hongkong, 16th April, 1901. [34]

Intimations.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.
SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.
Sole Agents for FERGUSON'S SPECIAL CREAM & P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT REASONABLE PRICES.
Hongkong, 14th May, 1896. [38]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
Sole Agents for Louis-Audoux's Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.
Nos. 24 & 26, Queen's Road Central. [21]

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
JAYES FLUID.
THE BEST DISINFECTANT.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 6th March, 1901. [17]

PLENTY IN HAND.
JAPANESE CURIOS.
D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.
Hongkong, 10th April, 1901. [11]

MEE CHEUNG, PHOTOGRAPHER.
TOP FLOOR OF ICE HOUSE, IN Ice-House Road.
IS now in a position, in his new and commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.
Hongkong, 22nd September, 1898. [40]

SIEN TING, SURGEON DENTIST.
No. 14, D'ARQUILL STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [10]

DENTISTRY.
AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c]

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.
FOR DISEASES OF THE CHEST.
All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S STARCH HYPO-PHOSPHITE OF LIME.
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.
GRIMAULT & Co., Paris, sold by all Chemists.

UNTOUCHED BY HAND.
MELLIN'S FOOD.
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.
HONGKONG EXCHANGE, OPEN DAY AND NIGHT.
SUBSCRIPTIONS.
EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.
NO CHARGE FOR INSTALLATION.
N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—
BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.
PRICE LISTS ON APPLICATION.
ELECTRIC BELL INSTALLATIONS, Erected and kept in order.
Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.
NOTE ADDRESS—2, ICE HOUSE ROAD.
For full Particulars, &c., &c., Apply to W. STUART HARRISON, Manager.
Hongkong, 13th December, 1900. [20]

"FOR THE BLOOD IS THE LIFE."
Clarke's Blood Mixture.
THE WORLD-FAMED BLOOD PURIFIER AND RESTORER.
IS WARRANTED TO CLEAR THE BLOOD from all impurities from whatever cause arising. For Scrofula, Eczema, Skin and Blood Diseases, Rheumatism, and every kind of it, it is a never-failing and permanent Cure. It Cures Old Sores, Cures Sores on the Neck, Cures Bore Leses, Cures Blackheads or Pimples on the Face, Cures Scoury, Cures Blood and Skin Diseases, Cures Glandular Swelling, Clears the Blood from all Impure Matter, Pains whatever cause arising. It removes the cause from the Blood and Bones. As this Mixture is pleasant to the taste and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.
Clarke's Blood Mixture is sold in Bottles at 3d. each, and in Cases containing six times the quantity, sufficient to effect a permanent cure. The first majority of long-standing cases—BY ALL CHEMISTS AND PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LANCAN AND MIDLANDS COUNTRY DRUG COMPANY, LINCOLN, ENGLAND. Trade Mark—"Blood Mixture".
CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Wholesale imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and Clarke's Blood Mixture blown in the bottle. WITHOUT WHICH NONE ARE GENUINE.
CLARKE'S BLOOD MIXTURE.
Green Island Cement Co., Ltd., 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

DENTISTRY.
SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [16c]

The Share Market.

LATEST QUOTATIONS.		
Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	380 1/2 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary)	£ 4	1/2
The Bank of China & Japan, Limited. (Deferred)	£ 1	1/2 1/2 buyers
National Bank of China, Ltd.	£ 8	8 1/2 buyers
Do. Founders.	£ 1	1 1/2 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$310 buyers
China Traders' Ins.	\$ 25	\$57 1/2 sales
North China Ins. Co., Ltd.	£ 25	Tls. 182 1/2
Yangtze Ins. Assoc.	£ 60	\$135 buyers
Canton Ins. Office, Ltd.	\$ 50	\$165 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins.	\$ 50	\$335 buyers
China Fire Ins. Co., Ltd.	\$ 20	\$85 sales
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	\$34 1/2 buyers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$129 sellers
China & Manila S.S. Co., Ltd.	\$ 50	\$55 buyers
Douglas Steamship Co., Ltd.	\$ 40	\$52 sellers, cum [call]
China Mutual S. N. Co., Ltd. (Pref.)	\$ 50	\$51 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 10	\$24 1/2 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3 sellers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$135
Luzon Sugar Refining Co., Ltd.	\$100	\$39 sellers
Mining.		
Panjin Mining Co., Ltd.	\$ 8	\$5 1/2 buyers
Panjin Mining Preference Shares	\$ 1	\$120 sales
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300 sellers
Queen Mines, Ltd.	25 cts.	8 cent. sales
Jolebu Mining and Trading Co., Ltd.	\$ 5	\$520 buyers
Raub & Allan Gold Mining Co., Ltd.	17s. 10d.	\$39 buyers
Oliver Freehold Mines, Ltd.	\$ 5	\$24
Oliver Freehold Mines, Ltd.	\$ 5	\$14 sales
Books, Wharves and Godowns.	\$ 5	\$100 buyers
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$100 sellers
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$102 sellers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$63 sales
New Amoy Dock Co., Ltd.	\$ 64	\$124 buyers
Lands, Hotels	\$ 10	\$11 1/2 sales
China Mortgage Loan & Investment Co., Ltd.	\$ 10	\$9 1/2 sales
Hongkong Land Investment Co., Ltd.	\$100	\$198 buyers
Kowloon Land Investment Building Co., Ltd.	\$ 30	\$30
West Point Building Co., Ltd.	\$ 50	\$52 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$123 buyers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphreys & Estate & Finance Co., Ltd.	\$ 10	\$13 1/2 buyers
Cotton Mills.		
Hongkong Cotton Spinning & Weaving Co., Ltd.	\$100	\$7 1/2
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 46
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 45
Miscellaneous.		
Alhambra, Limited	\$500	200 p. buyers
La Commercial, Ltd.	\$500	100 p. buyers
Hensiana, Limited	\$500	par buyers
La Favorita	\$500	100 p. buyers
Green Island Cement Co., Ltd.		
China-Borneo Co., Ltd.	\$ 10	\$18 1/2 buyers
A. S. Watson & Co., Limited	\$ 15	\$36 1/2 buyers
Watkins, Limited	\$ 10	\$17 sellers
Hongkong Electric Co., Limited	\$ 10	\$12 1/2 sellers
Hongkong Electric Co., Limited	\$ 5	\$6 1/2 sellers
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Hope Manufacturing Co., Ltd.	\$ 50	\$157 1/2
Gao, Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$107 buyers
H'kong High-Level Tramways Co., Ltd.	\$100	\$245 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$300 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos East Asiatic Agency, Ltd.	£ 1	\$12 buyers
United Asbestos Co., Ltd.	\$ 1	\$84 sales
Oriental Agcy. Ltd.	\$ 20	\$7
Carmichael & Co., Ltd.	\$ 5	\$3 sellers
Tebrau Planting Co., Ltd.	\$ 20	\$20 sales
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Waterboat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50